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SCANNER

JUNE
1958

CAA REGION TWO

S C A N N E R

Volume 1 Issue 3

J U N E 1 9 5 8

The SCANNER is dedicated to the publishing of interesting happenings both within and outside CAA Region Two that affect the agency.

It is intended that the SCANNER shall carry to every employee a reasonably complete and current story of the more significant activities, plans, and accomplishments of our programs and employees.

By giving a broad picture of the trends, projects, and achievements in our operations, the SCANNER should help each employee acquire a more comprehensive sense of the CAA's mission.

DIVISION REPORTERS

Air Carrier Safety.....Marguerite Austin
Airports.....Ewd Woodby
Aircraft Engineering.....Jim Reid
Personnel.....John Withers
Air Traffic Control.....Joyce Plummer
General Safety.....Joseph Werbke
Air Navigation Facilities.....Zona Pyron
Medical.....Lois Epps
General Services.....Susie Blythe
Budget and Finance.....Evelyn Ashbrook

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MAIL & DUPLICATING SECTION directed by CLAUD BERGMAN

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OFFICE OF PUBLIC AFFAIRS AND INFORMATION
CIVIL AERONAUTICS ADMINISTRATION
SECOND REGION
P. O. BOX 1689
FORT WORTH, TEXAS

My Fellow Teammates:

The tragic mid-air accidents which have occurred recently again focus national public attention on the CAA, and they serve to reaffirm in our minds our tremendous responsibilities in the improvement of the federal airways, the controlling of the growing air traffic, and the maintenance of the highest safety standards.

The conditions and problems highlighted in the national press are not news to you who, every day, work to improve the system and to correct, as far as possible, the unsafe conditions.

The comments of national figures do re-emphasize in our minds, our obligations, and these same comments should help us in maintaining our proper perspective and attitude.

Just what should our perspective and mental attitude be?

I think just this. We must not approach our problems with franticness. In my mind, there is not an overnight, easy solution. It is going to take all of us in the CAA and in the aviation industry, approaching the problems rationally, intelligently, and cooperatively, to get this big job done.

How must we think? First, we must all learn to think in the overall big picture. None of our activities are important alone...each decision must be viewed as to its effect on other programs. Secondly, we must, as never before, think big! We are "big business", and our thinking must reflect and correspond to the magnitude of our operations. We must keep pace! This is so important, I would like to discuss this further with you in the next issue of the SCANNER.

Just keep up your usual fine standards of performance, and we shall progress in the future with tremendous strides.

Sincerely yours,

L C Elliott

Regional Administrator

AIR TRAFFIC CONTROL

Buddy Thomas, Jack Owen and Carl Schanche were in Raleigh, North Carolina the week of May 6th to meet with Region One and Washington about the new Radar Facility at Benson, North Carolina. This is our first long range radar (ARSR-1) location. It will have a coverage of approximately 200 miles and control Simmons AAF, Fayetteville CS/T, Pope AFB, Seymour-Johnson AFB and Raleigh Tower, with control quarters at Raleigh.

These men have put quite a lot of work into this project, and all of us will be glad to see it go into operation, because Benson is just the first of many to come.

******

The new Area Supervisor for Fort Worth is D. E. McHam, present Deputy Division Chief. We here in the RO will miss seeing him around, although we know he will be popping in and out of our office because he's just moving to another building here on the reservation.

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Region Two has begun a program of sending a few people at a time to New York and Washington to observe Center Radar operation in anticipation of the installation of Radar in Region Two's Centers. The day is not too far away when we will be able to handle aircraft faster and more efficiently with radar.

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With all the emphasis on the space race and satellites, the San Juan Center was privileged to play host on April 28, to some Missile experts from Air Force Missile Test Center, Patrick AFB, Florida. They showed an interesting color film, in slow motion, on missile launchings, from the BOMARC missile all the way through the EXPLORER NO. 1.

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We had quite a few visitors from the field last month for the familiarization program Operations Branch is conducting. Facility Chiefs and Senior Controllers who visited us are: Stations - James B. McGee, Meridian; Arthur J. Morehead, Knoxville; James D. Reasoner, Walnut Ridge; Ernest F. Robbins, Cross City; Claude Stewart, Cothan and Harry C. Woodcock, Anderson; Towers - James Bearden, Jr., Abilene CS/T; Charles S. Brown, Amarillo Tower; Richard N. Cosgrove, Atlanta Tower; Robert D. McLeod, Lubbock CS/T, Dorsey A. Odle, Knoxville Tower, Elie C. Odle, Midland CS/T; Walter H. Plummer, Tulsa Tower; and Lawrance P. Wilheim, Tri-City CS/T.

We are looking forward to seeing quite a few more in this month to take part.

******

A fleet of more than 1,500 airliners is operated by the domestic and international scheduled air carriers.

MEDICAL

At the recent meeting of the Air Medics Association held at Houston, Texas, April 20th and 21st, fifty-five CAA designated medical examiners from various parts of the region attended some or all of the sessions.

Dr. John E. Smith who was recently appointed as the Chief of the CAA Medical Division, Washington, D. C., was present during both days. Also present were W. A. Ostendorf, M. D., Regional Flight Surgeon and his Secretary.

The Deputy Regional Attorney, Charles A. Smith, presented an interesting talk calling the examiners' attention to their responsibilities as a CAA medical examiner. This was supplemented by several movies illustrating the various problems confronting physicians when they find it necessary to appear in court as witnesses.

The session on the first morning was devoted to a panel discussion of CAA problems and was directed by the Regional Flight Surgeon.

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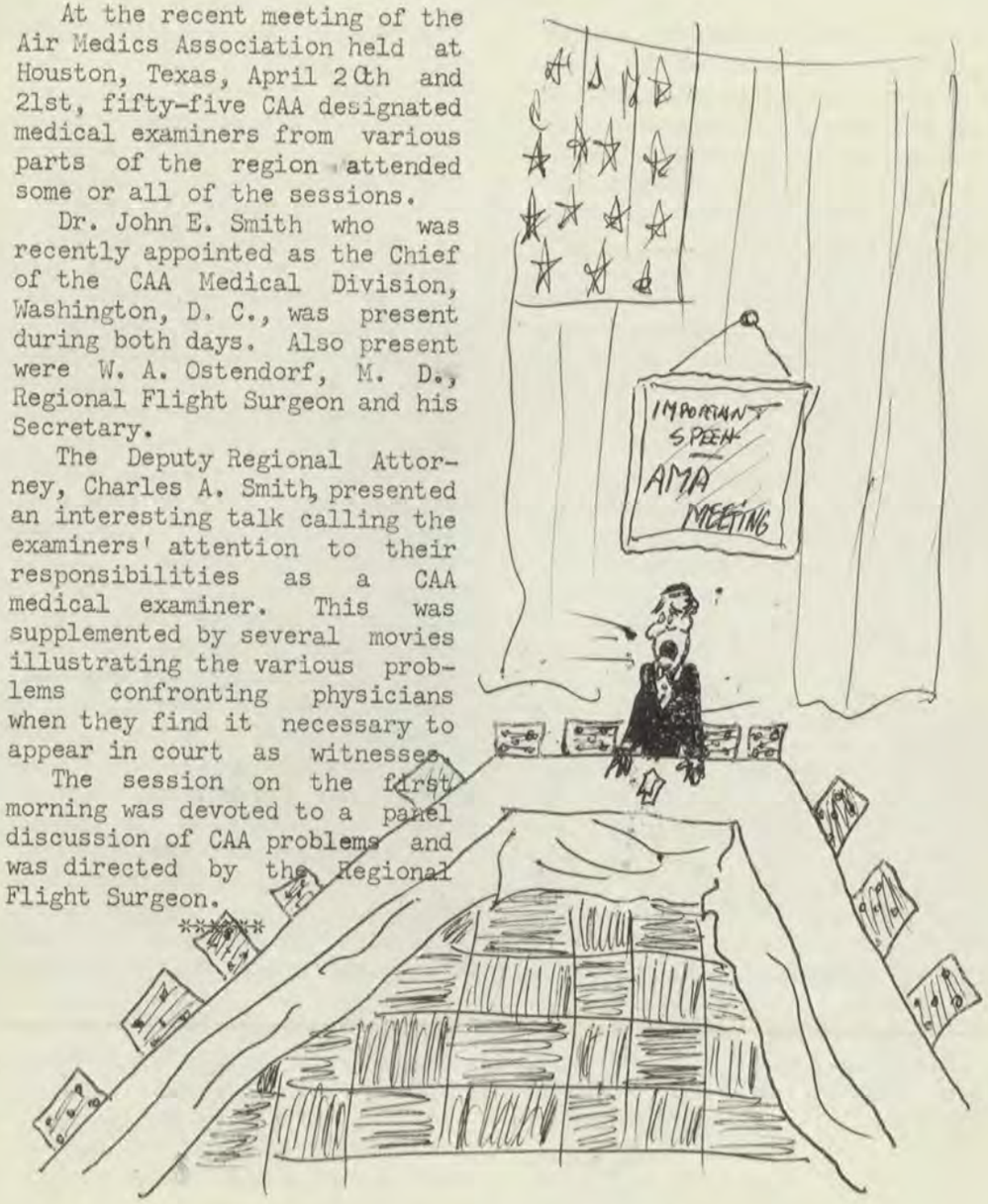

"Gentlemen, we're gathered here tonight...
or is it tomorrow night?"

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The recent Braniff Airways' crash in Miami had all our ACSDO-36 Inspector Personnel on their toes both day and night for quite some time, investgating the accident with the local Civil Aeronautics Board Investigators; that is, as much on their toes as is possible in knee-high boots and knee-deep in the muddy swamp where the accident occurred and which our fellows called the "Snake Pit", as the area was alive with snakes of all descriptions.

Within minutes after the crash, Bob Hutton and Walt Beroset appeared on the scene and assisted in the removal of the injured from the wreckage and in locating survivors who were strewn over a 10-acre area.

The men on these investgating committees worked long and diligently; never before had there been so many exhausted, sun-burned Inspectors around the MIA Office. The Inspectors assigned to this grim task handled this assignment and squeezed in their daily job functions at the same time - a job exceptionally well done!!

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Tom Packham and Ed Ogilvie (MIA ACSDO) witnessed the DC-8 Jet Transport roll-out at Santa Monica, California, recently.

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BUY BONDS BUY BONDS

BUY BONDS

BUY BONDS BUY BONDS

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As our Air Carrier Division reaches from the Halls of the R.O. to the Shores of the West Indies and is as responsive to its requirements as the readings of an instrument, here is a bearing on our Newcomers and recent Transferees.

Transfer of the San Juan, Puerto Rico, Office back to Region 2 brought one of our employees home again - - Robert Flood. Les Cain is leaving Miami, in typical "Have Job - Will Travel" fashion to make this "Paradise ofthe Caribbean" his new home.

Miami's A.P. Swanson (ACSDO-36) has had to delay his transfer to Washington, D. C., pending the arrival of Sir Stork, who finally came through with a little girl, Sudan Lee. "Sudan"? - that's right - Swanee served there during World War II, liked the name, and there she is!

Another departure from our Region this month is Frank Reynolds, an "old-timer" of ACSDO-36, who will be moving up Indiana way (Indianapolis ACSDO). We'll miss you, Frank.

The airlines spend millions annually to operate their own weather reporting and flight information network with stations at some 500 locations which supplement the government weather service.

Also leaving us this month, after almost 10 years with CAA, is Operations Branch's Alice Van Natta. A real friend to everyone - we wouldn't accept her resignation except that husband George is under oath to keep us posted regarding her new adventure.

John Thelen, native of Montana, recently of Denver and now of our Houston ACSDO, upon completion of his CAA indoctrination at the Oklahoma City Aeronautical Center, is scheduled to undergo even more rigid training to become a "bonafide" TEXAN.

Bob Clark from Miami is leaving that warm and sunny city for an even warmer and sunnier (post rainy season) Dallas. He is to be replaced by a CAA newcomer, Tom Binion.

In reverse, Stacy Moore is leaving Dallas for Miami and will be replaced by A. C. Poulton (former Eastern Air Lines' Pilot). To wish Stacy and his family the best of luck in their new CAA home, the Dallas ACSDO surprised them with a farewell picnic at Bachman's Lake.

On the Atlanta scene we find 2 new Inspectors, D. R. (Dee) Cravens (from Braniff Airways) and Charles Birdsong. The latter is taking quite a ribbing from his cohorts because they insist he purchased his new home just because it was on Meadowlark Drive!

Welcome additions to our MIA Team are three Secretaries: Katherine Meier, formerly with the Veterans Administration; Margaret Dawson, from Airports; and Marjorie Wright, Immigration-Border Patrol.

Ana Borbolla, from ANF Division, is receiving well-earned bouquets for typing, assembling and distributing our Air Carrier Maintenance Branch's own version of a 20/20 project---their annual Scope of Activity Report, a welcome reference in CAA Offices throughout the entire U. S.

SEE WHY WE WANT YOU TO KNOW WHERE WE ARE? WE'RE A BIG AND BUSY DIVISION!

Well...I've found "OLE TOM"

The new Radio/Electronical Inspector at Amon Carter Field (FTW), John Donovan, comes to CAA with a background so interesting we would like to relate one incident in particular. For complete travelog - just consult John. Not too long ago John assisted in making a communications survey across the Andes Mountains. The flight from Calli to his base of operations at Buenoventura, Colombia, was via a one-man scheduled air line. The owner operated out of his hip pocket with the help of one other crew member. After leaving Calli the route was over the Andes through dense cloud formations, minus navigational aids of any sort. The landing strips were only a little less nerve racking, for they were hacked out of the jungle with a dirt fill over the trees where they fell. You have John's word for it that the survey was necessary and that the Colombians do need some communications facilities.

Hayward Florer, Houston, must have visited our R.O. once too often - he is now assigned to Division Headquarters. Charlie Sharp, his replacement, has forsaken the glamor that is Big "D" and has transferred his golf clubs and fishing gear to Houston.

Speaking of fishing, we believe Jack Phillips (formerly of Atlanta) is becoming Houstonized at last. He recently purchased an outboard motor, even though he has nothing to put it on except his back!

Werner Newhouse of the same office has spent all his recent spare time working on his 14 ft. outboard run-about, with ETL (Estimated Time of Launching) having been set for the 1st of May. But where is he these days? - on temporary assignment in the R.O., and our pond just isn't large enough to accommodate Werner, his boat AND our decorous ducks!

Roger Turney, also of ACSDO-34, is still bragging about the big fish he is catching down Alvin, Texas, way - but no one, REPEAT no one, has seen 'em, and we haven't had any fish fries. What goes, Roger?

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DRIVE

CAREFULLY!

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Approximately 22,000,000 landings and takeoffs were controlled by CAA towers in 1956.

A recent occurrence at the Atlanta base of Southern Airways, recounted for us by Huey Rutherford (ACSDO-31), illustrates the old adage, "To each his own". A DC-3 aircraft was in the hangar for landing gear change. During this inspection the front lower spar cap attach bolts hidden back of the front spar inside of the wing center section, aft of the engines, were found loose; two bolts were sheared. It was immediately obvious that the only access to the inboard bolts was through the main fuel tank wells, and the only access to the outboard bolts was by removing each wing. The two main tanks were removed for access into the center section, and considerable effort was made by several mechanics to reach the outboard bolts without success.

As a last resort, two of the supervisory personnel, George Williams and James Wimpy, decided to enlist the aid of the former's two boys, Randy, age 10, and Mike, age 9. As soon as the boys reached the hangar they were helped up into the center section; being small enough, they were able to reach the nuts on the aft side of the front spar and were able to tighten all loose bolts, thereby eliminating the need for a double wing pull. This saved the Company approximately $1000 in a matter of 20 to 30 minutes. When asked what their services were worth, the boys' instant and unanimous replies were that they be given new baseballs and outfielder gloves - a fitting choice and reward for future adult AMERICANS!

******

Criticism: What you get when you already have everythir g else.

BOWLING NEWS

By Liz Gowdy

The CAA Club sponsored two teams that bowled in the Women's City Tournament during the month of April. The "LARKS" consisting of Johnie Hearon, Allene Thompson, Frankie Mc Means, JoAnn Budd and Tommie Thomas rolled on Saturday, the 12th. On Saturday night at 9 p.m., the other team, the "JAYS", rolled their three games and brought home honors for CAA. This team placed 12th in the "Class C" of which there were 70 teams competing. The team bowled a total series of 2101, including their handicap. The $18.00 won by the "JAYS" will be divided among Dot Langston, Mickey Headley, Pattie Williams, Nell McCullough and Liz Gowdy.

Also, Jessie Kemp, wife of Don Kemp who is in Aircraft Engineering, bowled on Buddies Dry Goods' Team which walked away with top place in "Class B" bowling.

Mary Bracker took 6th place for the "Singles". She rolled 623 with handicap.

Pattie Williams placed 3rd for "All Events".

The teams reported that CAA friends as well as families were present to cheer them on to victory.

"He's a go-getter---a month out of college and he's already saved up enough money to get married for a week!"

CAA APPLAUDED BY HOUSE SUBCOMMITTEE ADMINISTRATOR ACCEPTS COMMENDATION ON BEHALF OF CAA EMPLOYEES

In an unusual action at the hearings on the CAA budget estimate for Fiscal Year 1959 before the Subcommittee of the House Committee on Appropriations. Chairman Prince H. Preston, Jr., and several other members made very favorable comments regarding the CAA. Partial text of the conversation follows:

MR. PRESTON: Gentlemen, that concludes the hearings on the CAA. This is a most interesting subject and one that the Committee would enjoy a full week's hearing on, at least. But we could hardly afford that amount of time.

We have been very much impressed with the information we have received from the Agency. We think the CAA is certainly one of the better operated agencies in the entire Government and we have enjoyed having you come before our Committee and testify.

MR. BOW: May I add I think one of the most important items to the Nation is the development of the airways and the development of the art, and I think the staff of the CAA is to be congratulated on their accomplishments.

MR. SHELLY: I want to add one other thing. I do a lot of air travel and I try to get to the airport early and wander around. I am pretty familiar with their people in San Francisco, and wherever I have gone and introduced myself and shown my Congressional ID card, and told them that I serve on this subcommittee, I have had more gracious cooperation from the CAA than from any Government department anywhere, and I think that should be in the record.

MR. PYLE: Mr. Chairman, I would like to express my appreciation for the kind comments about our Agency, and I would like to have it reflected on the record how proud I am of the men and women of CAA. They are doing a terrific job, and I think it will be very gratifying to them to know that you think they are doing a good job. If you have no objection, I would like to extract your comments and distribute them to the people in our Agency. I know they will appreciate it.

MR. PRESTON: We would be very happy if you would do that. It would please us to have them know of our high regard for their efforts.

******

The CAA will implement the airways system with an estimated 1,200 VORTAC installations.

Reports on PROJECT 20/20 coming in from over the region show some really clever and imaginative thinking on the part of CAA people everywhere. Just to give you an idea of some of the things that are being planned for June in cities throughout the region, here's just a short list of some of the more interesting ones:

1. Open house at airport
2. Miss (City) Civil Aviation beauty contest
3. Model airplane meet
4. Airline aircraft, with hostesses, open to public
5. Static displays of all kinds
6. Guessing contest (temp., barometer reading, beans in a pot, etc.)
7. College band to play
8. Movie stars to attend
9. Congressman of district to attend
10. Tours of tower, ATCS, airport, etc.
11. Tower air-ground communications piped into airport system or otherwise amplified to crowds
12. Special bus schedules to the airport for the day.
13. Fly-in of private aviation clubs and groups
14. Civic Clubs invited to hold one of their regular meetings at the airport during June
15. Newspapers, radio and TV stations asked to run special aviation articles and programs during the week.

nice work!

******

As you know, we have a CAA Red Letter Day coming up May 30th...Memorial Day.

It's going to work out very well this time because May 30th falls on Friday, which will give us a nice 3-day week-end. The SCANNER hopes that everyone has a wonderful time with swimming, golfing, horseback riding, picnics, or any other way that you and your family would like to enjoy your short vacation.

A 3-day week-end offers many opportunities for short trips on the open road, and this, of course, brings to mind something which, perhaps, we get tired of hearing but we know is so important...driving safely so that your memory of this Memorial Day will be a happy one.

******

The CAA Club will hold their annual Spring Dance at the Elks Club, May 30, 1958. Music will be by Art Davis and his orchestra, 9 till 1. Tickets are $1.50 per couple and are on sale from your Division Representative.

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Diet: What you keep putting off while you keep putting on.

By C. I. Carpenter

When the SCANNER'S beam reached out across the field of time,

There came back to me some pips that registered on my mind.

These pips, I was not surprised to find,

Were the crown jewels of all human kind.

Jewels gleaned from the debris of human experience -

Guiding lights for human conduct henceforth, now and on.

- - - - - - - - - - - - - - - -

Good must flow from you before it can flow toward you.

Just as light is the only thing that can dispell darkness,

So it is that kindness is the only thing

That can cure hurt feelings.

Smile and the world smiles with you.

Act ugly and the world will act ugly right back at you.

Good begets good.

Happiness, contentment and self-satisfaction

Come from serving others, not one's self.

Live for someone else, not for yourself alone.

And I found this central jewel at the apex of the crown -

Do unto others as you would have them do unto you.

* * * * * * * *

To produce an adequate national system of airports, the CAA administers the Federal Aid Airport Program, assisting with the planning and sharing costs with local communities.

BUDGET! BUDGET! BUDGET!

Does anyone know of a better explanation for that "fixed" look in the eyes of many of our people who have been working on the EANF and O&R budgets? Needless to say, this budget business is a tremendous undertaking, but, as always, our people are getting the job done in splendid fashion without complaint--well, hardly any!

******

We are proud of the part this Division will play in the construction of the new ARTCC's. With the latest in electronic equipment, including long range radar and the new "electronic brain" or computer, these facilities will stand as monuments to the genius of CAA engineers in various categories from the Washington level on down. Just think what they will mean in the way of enhancing the safety of the flying public!

******

We are pleased to see Brandon Boyles back again after such a long and serious illness. We give him credit for having more grit and determination than most people. We offer him our best wishes for continued improvement.

******

The Maintenance Engineering Branch reports that Messrs. J. L. King and T. A. Gardner of FW-675 have completed assignments as acceptance engineers at the Raytheon Plant in Massachusetts and Collins Radio Company in Dallas, respectively. Mr. King's assignment pertained to ARSR radar equipment while Mr. Gardner's assignment was in connection with radar microwave link equipment.

******

Arriving in CAA Convair N-105 on May 1 were three Washington visitors, Messrs. A. E. Jenks, Chief, Flight Inspection Division; J. C. Shimp, Project Supervisor for the Intermediate Altitude Program, and W. A. Beeton, En Route Aids Specialist of the Basic Altitude Program. While here they discussed with our personnel some aspects of the Intermediate Altitude Flight Inspection Program.

******

We were saddened to learn of the death of our co-worker and friend, Max W. Simmons, on April 20. Mr. Simmons had devoted 25 years' service to the CAA and its predecessor agencies. Not only will his fellow-workers in the Electronic Engineering Branch miss him, but the rest of us as well.

******

A runty, sawed-off little cowboy was brought into court on a felony charge. The clerk read out, "The State of Texas versus Bill Jones."

"Thunderation," yelled Bill, "what a majority."

The General Services Division would like to congratulate Otis N. Wilson for an accomplishment well earned.

On May 30, 1958, Otis N. Wilson, more commonly known to most of us as Joe, will graduate from Texas Christian University with a Bachelor of Science and Commerce degree majoring in Accounting. When Joe graduated from W. C. Stripling in 1935, he had no desire to attend college and also didn't think he could afford it. Shortly after Joe returned from active duty in World War II, he entered school and has averaged attending classes two nights each week for the past ten years. All of us can't realize the many sacrifices that have been made by Joe and Mrs. Wilson, but he thinks the biggest sacrifice is not having had the opportunity and time to meet and enjoy being with his friends.

Joe began his career with the CAA as a mail boy and, after twelve years, is now a Purchasing Agent in the Contract Section of the Procurement Branch.

CONGRATULATIONS, JOE!!!

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A

REMINDER

TO EVERYONE

IN THE REGION

TO

SEND IN THE NEWS

TO

THEIR DIVISION REPORTERS

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Property Management Branch personnel are working night and day to meet the deadline of inventorying all of the warehouse supplies preparatory to setting up the supply system out of OMD at Oklahoma City, Oklahoma. This program is rolling along fairly well and we expect to complete the inventory by the end of May.

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Good, safe airways are as vital to our air transport and aerial defense as good, safe highways and railroads are to ground transport.

POST-ATTACK REGISTRATION OF CAA EMPLOYEES

Special Emergency Order 2-6 was published by the Regional Administrator, February 28, 1958. The order outlined procedures CAA employees are to follow in case of an enemy attack. The principal purposes of this registration system are:

1. To provide a means for returning to duty CAA employees who become separated from their place of duty because of enemy attack;

2. To provide a means whereby the regional office can continue on the roster of active employees those who are prevented from performing their regular job assignments by the effects of an attack and enable forwarding of pay;

3. To establish a central point where CAA can get information about their employees; and

4. To provide a method for maximum utilization of the skills of surviving CAA employees in carrying out essential functions of Government.

Employees should familiarize themselves with the procedures to follow in completing registration cards. The requirements are outlined in the Special Emergency Order.

******

TRAINING

Twenty Regional Office employees completed the Secretarial Training Course sponsored by the Proficiency Development Branch, March 31 thru April 4, 1958.

Ester Orems and Leola Hutchens of Airports; Orene B. Norton and Lynda Martin of Budget & Finance, Ruth Crawford of Aircraft Engineering; Joan Delear and Jo Ann Butts, Personnel; Caroline Goerlitz, Air Carrier Safety; Patty Johnson, Jean W. Hovenkamp and Paula Sanchez, Air Navigation Facilities; Patricia G. Brantley, Gloria F. Blackmon, and Justine Skinner, Air Traffic Control; Susan J. Smith of the Legal Division; Claudia Deitemeyer, Fanella Gregory, and Evelyn Gober of the General Services Division; Barbara Marlow, General Safety; and Clare G. Riley of the Airspace Utilization Office.

This course consisted of 4 one-hour sessions, and included a ten-point guide for defining the responsibilities of a secretary, and an explanation of Standard Practice, Part One, with a three-hour session the last day on Telephone Courtesy and Typewriter Shortcuts. The instructors for the course are Cora Lee Everett, Ruth Montgomery and Vivian D'Arcy. Plans have been made to continue this course until all secretaries who feel they need this training have had a chance to take the course, so get ready girls, class starts at 0900 - May 19, 1958.

******

Those employees completing the Writing Improvement Course April 14 - 18, 1958, include: Cora Lee Everett from the Office of the Assistant Regional Administrator; Calvin L. Stoner and James L. Reid, Aircraft Engineering; John M. Brooks, Airports; Donald D. Davis and M. R. Hebert, Air Navigation Facilities; Mary Elizabeth Smith and Ruth Altfather, Budget and Finance; R. W. McDonald and R. W. Boyd, Air Traffic Control; and C. R. Browning of the Personnel Division.

This course was divided into five sessions from 9:00 - 10:30 a. m. and stressed the four S's---Shortness, Simplicity, Strength, and Sincerity. Plans have been made to continue this course at frequent intervals as long as there is an indicated need for it.

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Your responsibility to evaluate your subordinates is a continuing responsibility throughout the year. Have you scheduled your next discussion?

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HOW NOT TO BE PROMOTED

Washington Personnel Office tells us that they have been receiving bids for NPP vacancies from employees who have not forwarded Form 57 for the NPP files. This is particularly true of Airways Operations Specialists.

Washington warns that effective immediately any bidder whose NPP file does not contain an application will be rated ineligible.

Standard Practice 3215 places the responsibility on each employee, GS-12 and above, to forward and keep current applications for NPP files. Keeping current does not mean reporting step increases, promotion, new job assignments, etc., as these things are automatically reported by Personnel (FW-90). Keeping current means reporting completion of schools or special courses, qualifying military experience, community service and other "outside" CAA activities.

Announcements of RPP vacancies in other Regions or WPP vacancies in Washington usually require submission of Form 57. If so, your bid should be accompanied by an application.

******

The new recruit didn't salute the general, "Do you realize who I am?" asked the officer. "I run this entire camp. I'm in charge of twenty-five thousand soldiers."

"You got a good job," said the private. "Don't louse it up."

CAA has been successfully controlling air traffic since July 6, 1936.

The Miami GSDO reports an increasing number of applicants taking written examinations for pilot certificates--430 during the month of March. They also report the number of foreign applicants is increasing. In the past year, they have had applicants from all of the South American countries, and in addition, applicants from Lebanon, France, Holland, England, Canada, Germany, Honolulu, British West Indies, Turkey, Poland, Italy, China, and Mexico.

******

Almost invariably when the people from the Region visit the GSDO's, one of the first questions asked is "who has been transferred where?" Accordingly, we plan through the medium of the "SCANNER" to keep everyone abreast of transfers, new employees, resignations, etc. Following is a list of recent personnel actions: Russell Turvy was recently employed and reported for duty in the Oklahoma City GSDO as an Airworthiness Inspector; Ed Karvonen was employed 3/31/58 and reported for duty as a Flight Operations Inspector in the Houston GSDO; W. B. Pilker transferred from Jacksonville to the Charlotte GSDO as an Airworthiness Inspector, Airworthiness Inspector Martin Casey transferred from Atlanta to the Jacksonville GSDO; Flight Operations Inspector J. L. Smith has transferred from Birmingham to the Miami GSDO; Jack Marchand has transferred from Oklahoma City to the Brownsville GSDO as Supervising Inspector; Al Meyer has transferred from Little Rock to the Midland GSDO as Supervising Inspector; W. D. Hill transferred from Brownsville to the Little Rock GSDO as Supervising Inspector; J. B. Beals has transferred from the General Maintenance Branch in Washington to the Miami GSDO as an Airworthiness Inspector; C. C. Hutchison has transferred from the Miami GSDO to Kabul, Afghanistan.

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SWIMMING
&
BOATING SEASON
IS HERE!
ENJOY IT!
BUT PLEASE REMEMBER
TO BE
WATER-SAFETY MINDED!
DON'T LET YOUR NEXT
TRIP TO THE BEACH
BE YOUR LAST ONE!

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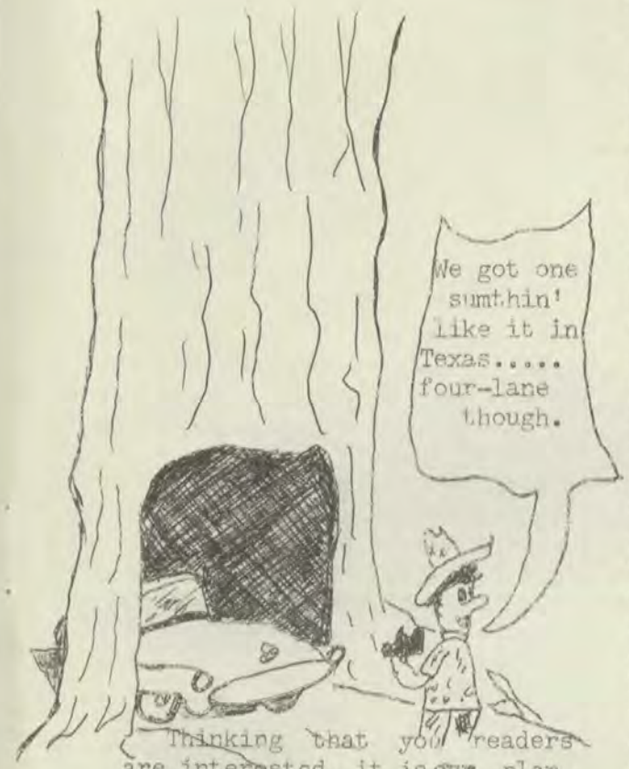
Summer is the time of year when children slam the door they left open all winter.



Thinking that you readers are interested, it is our plan, again through the medium of the "SCANNER" to give, briefly, the backgrounds of various people in the General Safety Division. This month, we want to give a brief run-down on our General Operations Branch Chief, William S. (Bill) Moore. Bill started his military career at the Army Officers' Training Camp, Leon Springs, Texas, in 1917 and shortly thereafter transferred to the Aviation Section of the Signal Corps, which was the forerunner of the Army Air Corps. He was commissioned a 1st Lieutenant that same year. Bill soloed a "Jenny" at Wilbur Wright Field, Dayton, Ohio, after 5 hours dual instruction and was giving instruction in "Jennys" after obtaining 22 hours solo himself. He went overseas in November 1917 and completed "operational" training in Nieuports at Issoudun, France. Subsequently, he flew Spads in the 28th Pursuit Squadron until the end of World War I. After returning to the U. S., Bill continued his flying career with the Reserve Corps and came with the CAA (then called the Aeronautics Branch, Department of Commerce) in 1929. After holding various positions in the 7 western states, Bill was called back to active duty in World War II and served in the Office of Flying Safety in the U.S. Army Air Corps. Upon returning to CAA, Bill became Chief of General Inspection in Washington and then Chief of the Airman Division. He held the latter position until 1952, when he was transferred to Fort Worth, where he was born and raised.

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Today, traffic control in the air and its electronic devices are as necessary as the stop-and-go signals and the policeman at busy city intersections.

We are glad to welcome Harry C. White as our new Flight Test Inspector in the Flight Test Branch. Mr. White came to this Division from the Aeronautical Center where he was a Flight Test Instructor. Prior to joining CAA, Harry spent nine years in the Air Force. He attended Kansas City University and Kansas State College. He is single and plans to make Fort Worth his home.

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Our Bill Messick of Manufacturing Inspection attended Allison Division G.M.C. Turbo-Prop School at Indianapolis, Indiana this month. This was a familiarization course on the Allison Model 501-D13 Turbo-prop engine which is used in the new Lockheed Electra. The course covered fundamental principals of gas turbine engine design construction and operation.

The Lockheed Electra, with this 501-D13 Allison engine, is now undergoing type certificate evaluation in Region Four.

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The CAA Administrator formed a committee of four this month to investigate letters of complaint and alleged hardship case histories regarding the requirements for the issuance of a Supplemental Type Certificate.

This committee consists of Charles Shuck of W-257, Burdell Springer of W-241, Frank J. Miller of FW-257, and Bob McKissick of FW-235. The committee visited thirty-two modifier facilities in Region Two.

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Mr. K. J. Holloway of our Power Plant Branch received an Outstanding Performance Rating for the last rating period. Congratulations, Ken!

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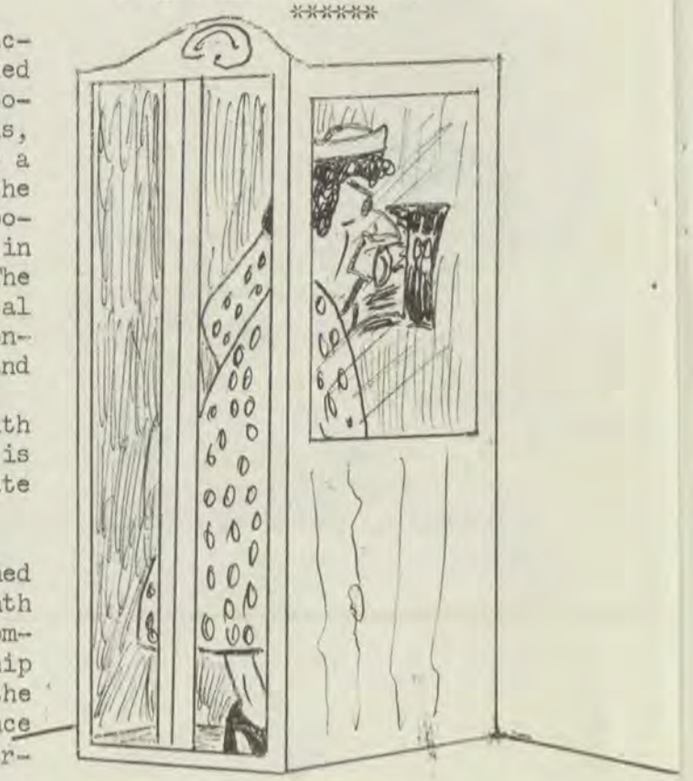

"Hello, dear. Sweetheart, will it be all right if I buy..... now just calm down a minute, Fat Boy!"

Personnel changes have been the order of the day in the Miami District Office. A long and faithful employee of CAA, B. A. Waldenmaier, has retired and is now employed by the Rader Engineering Company in Miami. Before transferring to Miami in 1952, Mr. Waldenmaier served in the Wilmington, North Carolina, District Office. Another of the engineers at Miami, Mr. Max Battle, resigned in November and has been replaced by Mr. Milford A. Reisert, who came to us from the Engineering Dept. of the City of Miami.

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Personnel of the Airports District Office at Oklahoma City are applying an adage to modern living and are first selling themselves before selling others on flying. George Conley has started his flying instructions, and, with GI help, will receive a commercial ticket. Out of a staff of four engineers, this makes two licensed pilots and two students.

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We non-military people have always regarded with a certain envy those who go on Military Leave and feel there are definite advantages in playing soldier rather than toiling from 9 to 5. But our T. A. Adams, who was assigned this year to the National Resources Conference, stoutly maintains that in addition to being fascinating, the two weeks were some of the most profitable he has ever spent and well worth our (the taxpayers') money.

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John A. Westbrook, Manager of the New Hanover County Airport, Wilmington, North Carolina, advised that Ivan E. Roberson, Airport Traffic Controller, probably saved an aircraft from serious damage on April 12 about 6:15 a.m. A Riddle Airlines C-46 called in for the crash crew to stand by for an emergency landing, but unwittingly made its approach with the wheels up. Roberson advised the pilot, who put the wheels down and landed without difficulty. Regarding the fire --there was none. A malfunctioning of the fire warning apparatus had caused the lights to come on.

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During the month of April the Airports Division issued Grant Offers for projects at Miami, Fla., Asheville, N. C., Lamesa, Texas, Jackson, Tenn., Plainview, Texas, Waycross, Ga., Huntsville, Ala., Longview, Texas, and Brownfield, Texas.

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The first experiments with ground-to-air communications can be traced to the efforts of the Post Office Department in the early days of flying the mail.

Let's not be confused! The budget process is an integral part of the management of any organization, and not unique to CAA. In Government, the budget process was given legal status by the Budget and Accounting Act of 1921, under which were established both the General Accounting Office, responsible to the Legislative Branch, and the Bureau of the Budget, responsible to the Executive Office of the President.

In simple terms, the budget process represents the conversion to dollars of the operating program requirements for personal services, supplies, travel, and other needs as determined by operating officials and subsequently reviewed by our Washington Office, Department of Commerce, and the Bureau of the Budget, and finally presented to Congress which determines the funds to be provided. The effectiveness of the regional budget is contingent upon the clarity and soundness of our explanations of need and the cost.

The Estimates Branch is now in the midst of getting out the FY 1959 budget estimates. The deadline for submission to Washington is May 19.

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DRIVE SAFELY

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Education Income Tax Deduction - An important change has occurred in the regulations of the Internal Revenue Service pertaining to income tax deductions for taxable years beginning after December 31, 1953. These amended regulations permet the deduction of expenditures made for education under certain circumstances which may be applicable to CAA employees who have taken education or training at their own expense. The Internal Revenue Code reads in part, "(a) Expenditures made by a taxpayer for his education are deductible if they are for education (including research activities) undertaken primarily for the purpose of: (1) Maintaining or improving skills required by the taxpayer in his employment or other trade or business, or (2) Meeting the express requirements of a taxpayer's employer, or the requirements of applicable law or regulations, imposed as a condition to the retention by the taxpayer of his salary, status or employment."

If women really dressed to please their husbands, they'd be wearing last year's clothes.

Amended returns for the 1955 tax year must be filed before April 15, 1959. The statute of limitations has expired for the 1954 tax year.

Most eligible CAA employees would probably meet the requirements in (a)(1) more readily than (a)(2). If anyone has a questionable case, perhaps it would be desirable to contact your local Internal Revenue Office.

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Ruth Altfather, Chief, Payroll Section, took a week of well-deserved leave to accompany "Pop" Altfather to Chicago, Illinois. It was cold and rainy in the windy city, but they found the town most interesting. We don't know for sure but maybe like the old song goes, "... he danced with his wife in Chicago..."

Ruth left the office in the capable hands of her assistants, Henry Stewart and Helen Ward. They and the other Payroll Clerks had the multitudinous job of preparing the payroll for the 5,460 employees, currently on the Region Two rolls. The Payroll Section has a staff of only 16 employees to carry out this tremendous assignment, which is proof of the efficiency of the employees in this office.

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THE

FEDERAL CIVIL SERVICE

* * *

75 YEARS OF SERVICE

TO

AMERICA

1883 - 1958

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Dale Murphy of the Audit Section delivered a Government car to Myrtle Beach, S. C. recently, and had the pleasure of visiting with Charlotte Kanapaux and Lois Bowey in Charleston. Charlotte was formerly Chief of the Audit Section, and Miss Bowey was the Chief of the Accounting Branch. Charlotte is now working at the CAA Tower in Charleston, and Miss Bowey is a lady of leisure, having retired after over twenty-nine years of service with CAA and its predecessor organizations.

Dale said that they were in the best of health, and that they sent their regards to all. We certainly do miss them around the Regional Headquarters.

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Did you know that President Eisenhower is the only President of the United States ever to have held a CAA pilot certificate? He became a pilot in 1934.

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REGION TWO